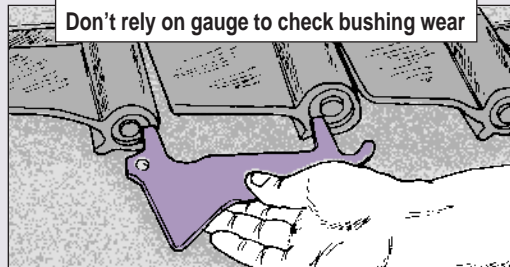


# Use Gauge as

**C**rewmen, your vehicle's track and sprocket gauge is a great guide for checking bushing wear, but it's not the final authority. You are.

Sometimes the gauge, NSN 5220-01-041-9920, indicates that bushing wear is OK, even though the pin nuts are rubbing against the bushing bores. That happens when the pin bushing in one shoe wears more than the pin bushing in the other shoe.

So always—*every time*—after you've used the track and sprocket gauge, look to make sure the pin nuts are centered in the bushing bore. Shoes with an off-center pin nut need careful watching.

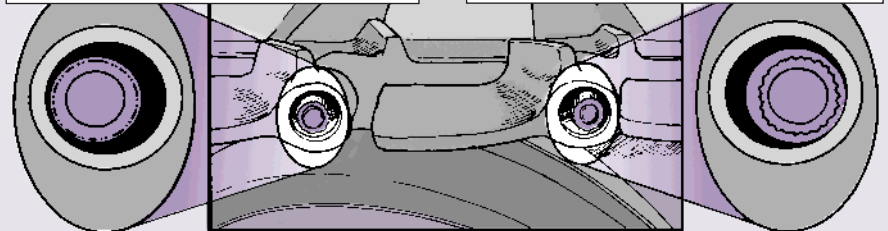


# Guide Only

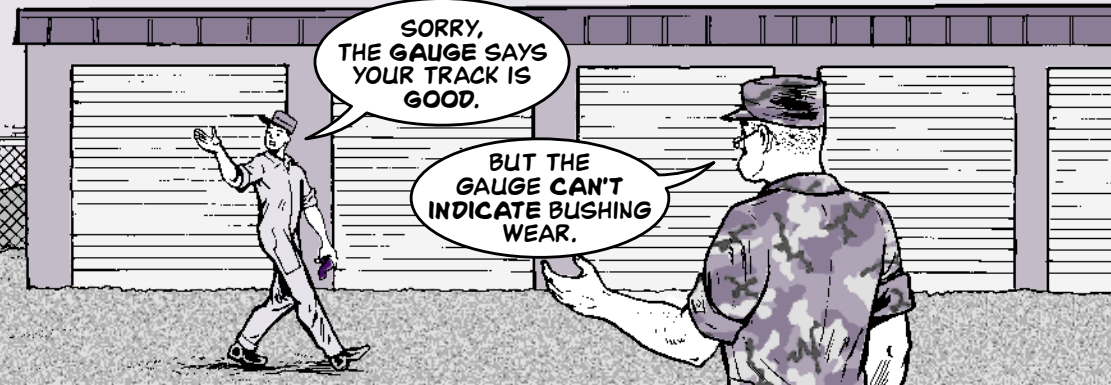
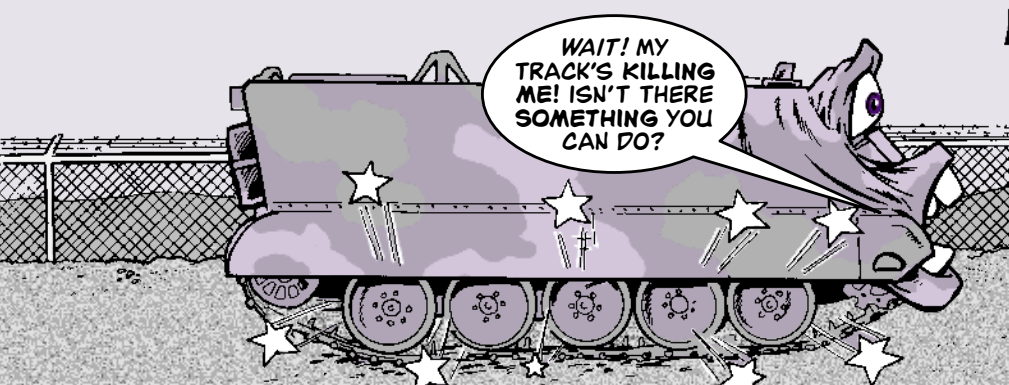
If the pin nut is touching the inside surface of the bushing bore, the shoe's no good. Replace it no matter what the gauge tells you.

Keep close watch on off-center pin nuts...

...but replace shoe if pin nut touches bore

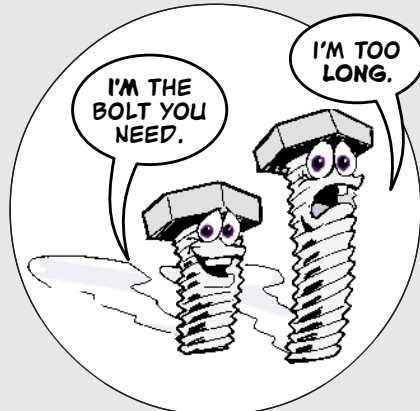


The track and sprocket gauge is still a good, quick way to measure sprocket wear and track tension. But when it comes to bushing wear, it's just a guide—like it says in your -10 TM. Always let your eyes and common sense be the final judge.



## Beware of

## Wrong Bolts



**M**echanics, a bolt is a bolt is a bolt, right? Not when it comes to installing the propeller shaft and universal joints on a vehicle from the M113A3 family.

Some mechanics are using bolt, NSN 5305-01-216-7378, which is supposed to be used for attaching the output flange to the transmission. This bolt

is about 1 inch too long for securing the prop shafts and U-joints, so it damages the output housing on the transmission.

The right bolt is NSN 5305-00-719-5239. It's just the right length for securing the prop shaft and U-joints without damaging the output housing.

